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THE PANAMA CANAL REVIEW

MEMO TO EMPLOYEES

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Vol. 13, No. 11

June 7, 1963

An Old Right-of-Way

(See Page 2)

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PANAMA CANAL REVIEW

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...And a New Look

ON OUR COVER is a view looking south along a section of the original right-of-way of the Panama Railroad on the west bank of the Canal, with a sketch of a locomotive of those days as it would have looked "coming 'round the bend."

In right foreground of the picture are two 44-cubic-yard scrapers on approach to a spoil area in the latest project area for widening of the Canal channel from 300 to 500 feet.

Above is the same view 4 weeks later, by which time the contractor, Moretti-Harrison, had leveled the hilly jungle terrain to the left, removing 607,682 cubic yards of earth and rock. Trees in both pictures identify the area as the same. And note the ship transiting at left in the above picture.

A dozen years before the French Canal Company had started operations on the Isthmus (in 1879), the Panama Railroad already had carried more than 400,000 passengers and transported some $750 million in coin and 300,000 sacks of mail.

EFFECTIVE with this issue, THE PANAMA CANAL REVIEW is being made available to all employees without charge. The step is being taken to help keep all employees informed on Canal programs, projects, and procedures which affect the employees.

Believing that better understanding today makes for a better future tomorrow, the Canal administration thinks all employees should take advantage of this opportunity to improve their knowledge of the objectives, goals, and activities of the organization and other Canal employees.

The policy of providing retirees with a year's free subscription upon retirement will be continued, as will the policy of subscriptions being available to non-employees of the Canal organization at $1 per year.

Happy reading!

"The Liberator"

HE LIBERATED lands which now are nations of more than 40 million people and more than 2 million square miles.

His dreams for a federation of nations never materialized, but through the political ferment of more than a century has evolved a Pan-American unity of approach to common problems possibly more lastingly effective. Differences in heritage, geography, topography, and development background might have proven fatal to a federation.

He, of course, is Simón Bolívar. In his honor and in tribute to his memory, June 22 is observed as Bolivarian Day. It was on that day in 1826 that the first Pan-American Congress, called together by "The Liberator," met in Panama.

The historic meeting of American Presidents held in Panama City in 1956 probably had its precedent in the Panama Congress of 1826.

On the earlier memorable occasion, the young nations of the Western Hemisphere met for the first time to deliberate on matters of common and vital interest. In 1956, when the Presidents' meeting brought to the Isthmus 19 heads of American States, inter-American relationships were established whose full values still remain to be appraised from the perspective of history.

Bolívar liberated the territories now making up Venezuela, Colombia, Ecuador, Peru, and Bolivia. He broke the Spanish power in South America and served as ruler of Venezuela, Colombia, and Ecuador and dictator of Peru—all before his death in 1830 at the age of 47.

His greatest battles each liberated a country. The course of military campaigns for independence of these lands led his legions over a route of about 3,000 miles.

Born to the upper class, Bolívar had only contempt for those who would have made the struggle for independence a path to satisfy personal greed. Greatly impressed by the writings of Rousseau and Voltaire, he was an eloquent spokesman for individual liberty, an unyielding foe of slavery and oppression. He freed his own slaves and made freeing of all slaves a basic point of the liberation ideals. He shared an regenerative force of the late 18th and 19th centuries.

Bolívar felt sincerely that any "elite" should be so only on the basis of merit, and had no interest, despite his patrician background, in perpetuating privileges not based on or earned by merit. This, along with his efforts to prevent the nations' leaders from profiting personally from the independence struggle, attitude that was the most powerful was to alienate some of them from him and sow the seeds of disunion already clearly apparent by the time of his death.

A poet, soldier, and statesman, Bolívar was a warrior, rather than a strategist. It was not until after 1817, when he began to emulate Napoleón, that battles he directed showed any substantial signs of following studied plans of attack. Meanwhile, however, to the dismay of his foes, he proved himself a master of improvising.

In the battles for liberation, there was a strange paradox. Spain, by giving aid to the revolt against England in North America, had presented to its overseas colonial subjects in South America the spectacle of aiding revolt of foreign colonies. The United States had won its independence in 1783.

Once called a "powder keg" by a tutor, in his youth, Bolívar is said to have retorted, "Be careful, don't come near me. I might explode." When he did explode, as leader of the liberation, 3 centuries of Spanish rule were ended.

Bolívar himself declared his heart was "moulded for liberty and justice." Destiny played a part, however, by putting a man such as he in the right place at the right time, and by taking his wife from him by death. There has been speculation that if he had not suffered this early loss, his tempestuous strengths might have been calmed into a quiet life concentrated on home, wife, and family.

In the coronation of Napoleón, Bolívar had visions of authoritarian rule for himself, directed first of all at unification, although dreams of personal fame could not help but play a subordinate role. Once respected and admired by Bolívar, in later years Napoleón was to become to him a "dishonest tyrant."

In Rome, in 1805, surrounded by reminders of mythical and historic heroes, great men who made Rome great, Bolívar took a solemn vow on Monte Sacro that he would liberate his country.

Wars for the liberation were to span 14 years and include setbacks with which military or political astuteness could not cope. A severe earthquake in

---

"How beautiful it would be if the Isthmus of Panama were for us like that of Corinth was to the Greeks. I hope that some day we have the good fortune of holding there an august Congress by representatives of the Republics, Kingdoms, and Empires in order to discuss the interests of peace and war with the nations of the other three parts of the world."

(This, from his Letter from Jamaica, in 1815, is the inscription at the base of the Bolívar statue in the plaza in Panama City that bears his name. It is located at Fourth Street and Avenue B, in front of the old San Francisco Church and near the National Theatre.)

1812, 2 years after the patriots had overthrown the Spanish regime in Venezuela, was regarded by many of the superstitious as a judgment of God against the First Republic. It was exploited in favor of the Spanish cause and marked the start of the physical and moral collapse of the Republic.

Bolívar's real greatness in his early years lay in the fact that each defeat—and there were many—found him ready to re-examine his ideas, confess mistakes, and begin the hazardous course all over again. He had personal magnetism evident in his pen as well as in his spoken words, to such an extent that he was a liberator of thoughts and ideas as well as of nations.

His leadership qualities for many years kept top officers and troops faithful in spite of understandable distaste for more battles on searing coastal plains, in the humid jungle heat of river valleys, and on the crests of the towering Andes.

Bolívar sought not only to liberate, but to instill in the masses a national conscience and consciousness. He wished for power and glory to serve the ideals to which he had dedicated his life. In his striving toward these goals, in his early years at war, he was a gambler while learning strategy, lurching into headlong sallies rather than "military" campaign moves. The fact that there were no static fronts often was his salvation in his gambles.

The fire of his personality pierced indifferences of those who were his associates and several times brought him back from exile (at least once self-exile) because he couldn't stand inactivity.

Bolívar viewed unity as necessary to stability of liberty, and was convinced republics could not exist side by side with states which were the colonial possessions of monarchies. This was one conviction which led to his certainty that there must be a federation of freed nations.

A continent, not a country, was the field of his thinking, his visions, his leadership. One historian observed, "In 1815, while (South) America was still under Spanish domination, Bolívar was not only prophesying the immediate conflicts, but he envisioned a century's development of 10 nations."

In attempting to lure the British to support the patriots' campaigns, he had proposed that Britain should get the provinces of Panama and Nicaragua—and then build canals connecting the Atlantic and Pacific.

As early as 1819, rivalries between Venezuela and New Granada, trifling in nature at the time, pointed to future danger zones. As distrustful of the "gentle philosophers of Colombia" as of the wildest of his fighters, Bolívar declared they wanted to create republics like the Greek, the Roman, or the North American (all with different backgrounds), and asserted that they "build a Greek structure on a Gothic foundation, and they build it at the edge of a volcano."

Bolívar early chose Panama as the haven for South American federation, and events came to the aid of the patriots. On November 28, 1821, a representative council met, declared

The memorial medallion issued for the historic meeting of 19 heads of American nations in Panama in 1956.

Panama independent, and stated its desire to unite with Colombia. The Republic of Colombia thus gained an eighth department, and a strategic one, without force of arms.

In later years, petty rivalries among subordinate leaders, and betrayals by them because of their greed for power or gain, led to virtual anarchy. Flat disobedience by some left Bolívar and his forces isolated many times. In spite of these and other trials, however, he hoisted the "flag of resurrection, not insurrection," and if some of his judgments and decisions of later years were subject to criticism, his goal was not.

Genius that he was, he was not without human and humanizing frailties. Some were to work against his stature and aims, but it would have been miraculous, torn as he was between divided loyalties, conflicting courses of action, and discouragements over uprisings, if he always had been above reproach.

At Potosi, in what was to become Bolivia, he declared:

"In 15 years of continuous and terrific strife, we have destroyed the edifice that tyranny erected during 3 centuries of usurpation and uninterrupted violence," and he said of the rich silver veins which were Spain's treasury for 300 years, "this material wealth is as nothing compared with bearing the ensign of freedom . . ."

His eloquence veiled only thinly a dual purpose: manifestation of the unity of the people for its effect on South America as well as on the outside world.

Bolívar sought voluntary union, rather than the type imposed by the Holy Alliance in Europe on small and defenseless nations. The Congress of Panama was a failure, admittedly, because it did not achieve its main objective of a union of nations. Its importance lay in the fact that it was conceived well over a century ago and that there was a definite attempt.

Barriers of geography, race, and national prejudices separated the new states. The transition from dependent colonies could not be made as rapidly as Bolívar hoped. In the face of internal troubles, in a proclamation to the people of Guayaquil urging them to remain loyal to Greater Colombia, he urged, "You are not the ones responsible. The people can never be responsible. The pernicious and erroneous ideas come from the leaders; it is they who bring about the public calamities."

In a moment of despair, Bolívar pleaded, "I am not God that I can change men and matters," and later, "The influence of civilization gives our people indigestion, so that what should nourish us, ruins us."

Public opinion at times interpreted Bolívar's leniency with conspirators as weakness. It could, with at least equal validity, be interpreted as sacrificing a desire for revenge and to be rid of enemies to the greater goal of preserving the Colombian Republic, which was threatened with disintegration.

To the day of his untimely death, hastened by the hardships and sacrifices of warfare over many years, and repeated forced compromises between vision and practicality, Simón Bolívar bore the marks of destiny in lands of destiny.

Robert Lopez, "El Americano," was awarded an ear when he appeared in a bullfight in Mexico.

"El Natural"—the bullfighter passes the red cloth in front of the bull. The cloth is hung from a heavy stick. In his right hand, the bullfighter holds a weighty sword.

"El Americano"

"OLE!" shouted with spirit may never reverberate from the staid Balboa Post Office walls. Nor may a bull ever come charging through the doors. But an honest-to-goodness bullfighter DOES work there.

The bullfighter is Canal Zone-born Robert Lopez, known in bullfight circles as "El Americano." He also is known as "el novillero norteamericano," which means that while he is recognized as a professional bullfighter, he is not yet a full matador. The matador title comes when a novillero has built up his name.

Robert Lopez is a second generation Panama Canal employee, his father being a former Motor Transportation Division employee, now retired. Robert is a graduate of Balboa High School, class of 1956, and spent 4 years in the Air Force.

He started taking bullfighting lessons while a sophomore, and continued through his junior and senior years. Every day, after school, he'd go to the Macarena bullfight ring in Panama City for a bullfighting lesson from a Spanish gypsy, Gitanillo Salomón Vargas.

First he had to learn all the passes. Then came the beginning of actual work with small bull calves.

A high point in his career came last April, when he appeared in a Mexican bullfight ring and was awarded an ear.

He has appeared in bullfights in the interior of Panama this year, first in Anton in January, and then in Ocú in February. In an encounter with a bull at the Ocú Fair he was gored. Six stitches were required to close the wound. But a mere goring didn't deter Robert, the Canal Zone bullfighter. He spent March and April in Mexico, where he scored a triumph at Jungapeo, and then toured the Provinces, where five fights were scheduled.

He received only $20 to $30 a bullfight. Top bullfighters, he said, receive from 80,000 to 100,000 pesos which, at 12.50 to the dollar, is a goodly amount, but not yet a princely sum considering the risk to the man involved.

As in most fields, competition in Mexico is keen. Right now, in Mexico City, he says there are about 1,000 bullfighters.

Aside from the danger—and he

He Takes Turns

pointed out that a fighting bull is faster than a race horse for the first 100-feet and more maneuverable than a polo pony—there are expenses involved. Topping all others is the cost of the bullfighter's outfit, heavily hand embroidered with gold and silver threads. The price starts at $300 and goes up. Robert purchased his second-hand, but in good shape, for one-third that price.

He explained traditional phases of a bullfight, starting with the cape work or veronicas—the passing of the cape in front of the bull's body. Then comes the work of the picador, who places the lances designed to release the strength in the bull's neck muscles. The banderillas can be placed by the matador himself, or his assistants. Robert prefers not to do this. Then comes the fina de muleta, with the bullfighter using a red cloth suspended from a heavy stick to fight and tire the bull until it is ready for the kill.

Legs in good shape, fast reflexes, and strong arms and legs are requisites for a bullfighter.

"Scared?" "Certainly. Manolete admitted he was scared, and now bullfighters aren't afraid to admit the truth," he says.

Bullfighters belong to a union, too. His is La Unión de Matadores y Novilleros.

In fact, says Robert Lopez, everyone connected with the bullfight ring in Mexico belongs to some union or other.

He hopes to be able to appear in the Panama City bullfight ring, and in the meantime continues practicing.

In Bull Ring

Another view of "El Natural" as the bull swings into action.

This is the Cemento Panama plant at Quebrancha, about 2½ miles east of Buena Vista on the Trans-Isthmian Highway. The company has added three kilns (upper left) and several silos (right) where the finished product is stored. The two buildings in the foreground house plants for making Fibrolit and Panalit.

Isthmus Industry: CEMENTO PANAMA

An example of the clean-lined architecture possible with modern concrete design. Horizontal planes for shade create shadow patterns which change hourly as angles of the sun's rays change, and provide protection from rains without making it necessary to close windows except when winds are high. Porch floors, ceilings and other overhangs serve as sun breakers.

These filters are used to help dry the cement in its pasty stage as it is being processed. They remove humidity to speed up the drying and cooking process of the half-finished product as it goes to the kiln.

BUILDINGS designed primarily for the tropics and other warm climates have been spreading rapidly in recent years into even the colder areas of the temperate zones with increasing use of concrete for industrial and commercial buildings and homes.

Adaptability of concrete, concrete block, and allied products to varied designs, and relatively maintenance-free construction, have been important factors in Cemento Panamá becoming one of the Republic's largest suppliers in Panama's biggest industry: construction. The Republic's construction industry dollar volume has totaled approximately $150 million during the past 15 years.

Cemento Panamá has had a direct and forceful impact on the Republic's economic health, adding more than $34 million to the nation's economy since it came on the industrial scene. The firm was founded July 1, 1943, and the first bags of cement came out of the plant in 1945. Since then it has sold 28 million bags of cement in Panama and exported 6½ million. The company's annual payroll now is approximately $750,000.

Its beginnings were beset by many problems, not the least of them that of getting enough capital together. This was solved by the late ex-President of the Republic Augusto S. Boyd, whose son, Augusto S. (Sammy) Boyd, now is president of the board of directors of Cemento Panamá. Another hurdle for the infant company was obtaining machinery, for in those years of World War II, needs of the far-flung military efforts took top priority.

The idea of founding Cemento Panamá came from former President of the Republic Ricardo Adolfo de la Guardia, who felt that since Panama had the natural resources for manufacture of the portland type of cement, it should not have to be imported into the country.

Dramatic domes such as these, and other geometric patterns, are meeting increasing favor for homes, commercial and industrial buildings, with varied exterior designs leading to novel and fresh approaches to interior design and decoration.

High quality of the cement produced by the company has been attested by American Standard Testing Materials, the Society of Engineers and Architects, the University of Panama, and the Panama Canal. It regularly has tested well above minimum specifications for various types, and the firm also can manufacture high quality special types of cement to meet special requirements.

In 1961, Panalit, a plant for manufacture of asbestos cement, was started. It produces roofing and ceiling materials and ornamental structural divisions.

A new kiln placed in operation late

(See p. 15)

Augusto S. Boyd
President, Board of Directors
Cemento Panama

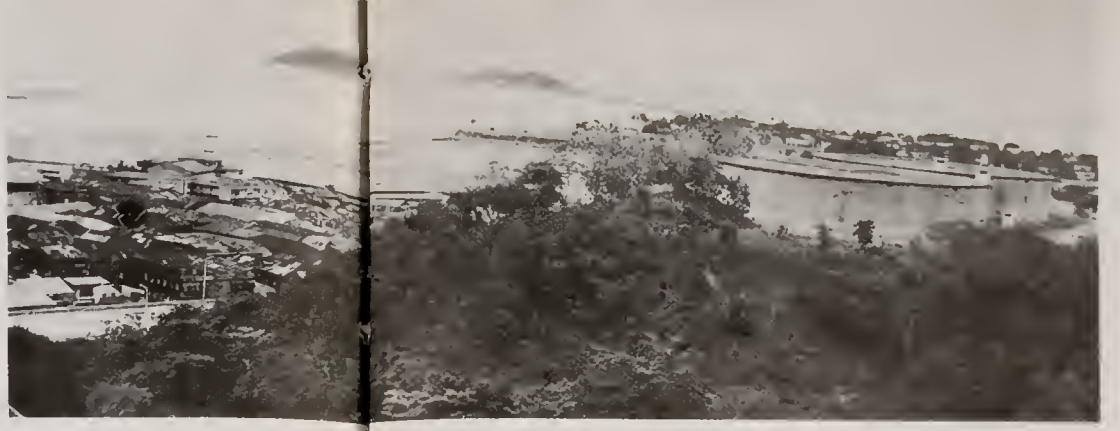
Calcified stone is graded with the help of a crane, which deposits it in separate storage pits and bins.

Spraying or aeration of the water removes most of the tastes and odors from dissolved gases, replacing them with oxygen, eliminating the flat taste.

After alum is mixed with the water, it passes through these settling basins. Color, turbidity, bacteria, and other impurities attach themselves to the sticky, gelatinous particles formed by the alum. Most of these particles settle to the bottom of the tanks.

The 20 filter beds shown here are the final mechanical step in purification of the water, removing the last of the foreign matter and discharging pure water into a well beneath the plant.

PURE WATER For YOU



Purified water is pumped to reservoirs such as those at right in the picture above. Part of Panama City is visible at left. There are 14 reservoir sites on the Pacific side. Three of these sites having seven reservoirs are the source of water for Panama City. Republic of Panama consumers now take 74 percent of the Canal Zone purified water production.

"IS THE DRINKING water safe?" This is one of the questions asked most frequently by first-time visitors to the Isthmus.

"Of course it's safe," is the invariable reply. "You may drink the water in the Canal Zone and neighboring Panama City and Colon without fear."

Casualness of the reply—and the fact that the same reply can't be given in many countries—emphasizes one of the tremendous benefits to Panama from the Canal Zone and the Panama Canal.

The water purification plants and distribution systems installed at each end of the Canal by the United States at the start of its 1904 construction effort are responsible for one of the finest, safest water systems in this part of the hemisphere.

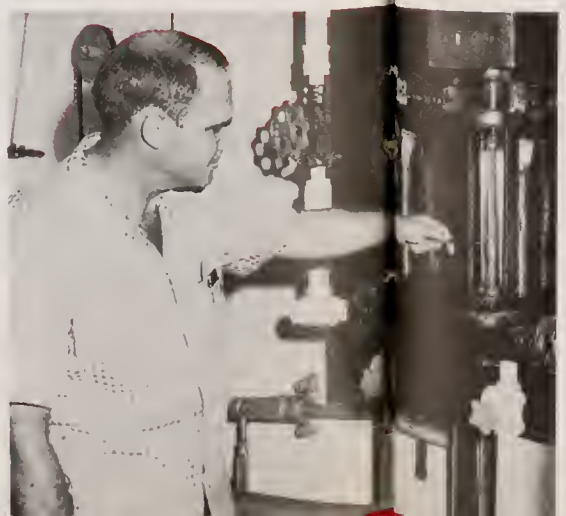
The benefits are enjoyed not only by the Canal Zone community, but also by residents in the Republic's two biggest cities, Panama and Colon, and their suburbs.

The water distribution system has improved health, immeasurably strengthened fire defenses, and brought many other benefits to the Isthmus, including elimination of such tropical banes as water-borne typhoid, cholera, and dysentery.

In the lifetimes of many who read this, water had to be stored in cisterns in Panama City and Colon. Often it had to be brought from some distance and purchased, because of scarcity of good wells and springs, especially during the dry season.

The United States spent $10,600,000 during Canal construction days to install a then modern water system designed to take care of forseeable future needs. At the time, Panama City had a population estimated at 18,000, and Colon's was 5,000. Today, the

Robert Malone, water system control man, with a model of the sand filter beds. Water enters from the settling basins on the top of a 30-inch layer of graded Cbame sand, which is supported by graded rock. Any remaining impurities are strained out as the water passes through the sand.



At left, Henry Tooke, Miraflores water plant superintendent, checks one of the gages which regulates the rate of introduction of alum into the water. Identical equipment is used to regulate the flow of fluoride, added to all water leaving the plant, which reduces dental decay in children's teeth.

At right, Arcadio Matamoros, laboratory attendant, prepares samples for tests of the water. Tests are made as the water enters the plant, as it passes through the treatment processes, and on samples taken from various points in the distribution system. Chemical, physical, and bacteriological tests are made.

An aerial view of the Miraflores water plant. The aeration spray is visible at right, the settling basins are the center pools, and filter beds are in the building at left.

population of burgeoning Panama and its environs is above 300,000, and that of Colon and its suburbs is in the neighborhood of 70,000.

Naturally, the original distribution system did not prove adequate to serve modern Panama City. The Canal has improved and expanded the system within the Zone at considerable expense, solely to meet Panama City's soaring needs, which have tripled in the past 20 years.

In recent years, the Panama Canal organization has spent more than $1 million on major projects primarily to provide for Panama's increased consumption of purified water. A major project was $700,000 in 1962 for a 30-inch water main from the Miraflores filtration plant to the Los Ríos pump station to meet the increasing demand of Panama City and its suburbs.

Other recent major expenditures for the benefit of Panama include $200,000 for a 16-inch line from the Engineer's Hill reservoir to the Panama boundary. A pump station also was added at Los Ríos and a 16-inch line extended from Ancon high service reservoir to the Frangipani Street border crossing. Another $72,000 was spent to increase facilities at the Miraflores purification plant.

At the request of the Panama Government, the Canal organization early this year let the contract for laying 14,000 feet of 12-inch pipe to deliver fresh, purified water to the now small Atlantic-side communities of Cativa, Puerto Pilón, Sabanitas, and Villa Lomar in the suburban area of Colon Province. The pipe will carry as much as 1½ million gallons of purified water daily from the Mount Hope purification plant and pumped at 130 pounds pressure to a point on the border designated by Panama. Low bidder on the project was a Panama contractor, High & Weatherly, with the firm to be paid $110,658 to lay the pipe.

Total capital investment in the Canal water system, including facilities solely for Panama consumption, will amount to $15 million with completion of work under contract. This does not include any part of the cost of Gatun Dam which assists by conveniently forming a large reservoir from which the raw water can be drawn.

Present capacity of the Miraflores plant for delivering purified water is 36 million gallons daily. The Mount Hope plant's capacity is 15 million gallons daily.

In February this year, a $6 million Alliance for Progress loan to expand Panama City's water facilities was formalized between President Roberto F. Chiari and U.S. Ambassador Joseph Farland. At the time of the formal signing of the documents, it was announced that expansion of the system is to be completed in 1967.

A few figures illustrate the increase in Panama's use of water purified in the Canal Zone: In 1934, 34 percent of the water production went to the Republic. In 1952 the proportion was 50-50, and in 1962 Panama took 72 percent of the water. For the first 9 months of the 1963 fiscal year, the figure was 74 percent.

In terms of gallons, Panama City used 2,433 million gallons in 1942, 4,337 million in 1952, and 7,367 million in 1962.

Water from the Miraflores purification plant on the Pacific side is pumped to Panama City via seven reservoirs at three sites—Chorrillo Hill, Ancon High Service, and Engineer's Hill. Colon's water is purified at the Mount Hope filtration plant and pumped through the Mount Hope reservoir.

To operate the complex water purification and distribution system, the Panama Canal organization employed 110 persons last year. Cost of operating the water system includes salaries, chemicals, laboratory analysis, operation and maintenance of purification plants, pumping stations, pipelines, intakes, and reservoirs.

Technically, Panama pays nothing for the raw water from the Chagres. The charge to the Republic is for purifi-

(See p. 15)

A 30-inch main to meet increasing demands of Panama City and its suburbs.

Between 3,800 and 5,500 pounds of alum are required daily. Lump alum in these sacks is dissolved in concrete tanks and put into the water as a liquid solution.

In Education:

BRIDGING A GAP

Busy fingers fly as Sheltered Workshop group works on a variety of projects.

CALABASH AND woven twine handbags, drawn burlap barbecue tablecloths, block printed Indianhead table mats, plaster and shell favors or paperweights, and clay flower holders, arranged in the display cases at the Civil Affairs Building, Ancon, last month attracted visitors' immediate attention.

Nearly everyone stopped for a closer look at the handicrafts, which were labelled "Products of Sheltered Workshop of the Canal Zone Special Education Program."

In June the Sheltered Workshop, under the Canal Zone Special Education Program, will complete its fouth year of occupational therapy service for young people who have reached their capacity of academic understanding in the Canal Zone Special Education Program. Graduated to the Sheltered Workshop, they are taught manual skills and occupational work habits so they may be better equipped to bridge the gap between formal schooling and simple jobs.

The occupational therapy teacher is Mrs. Jean A. Karch of the Canal Zone Division of Schools and her "Sheltered Workshop" is part of the Canal Zone schools' special education program. Approximately 192 children this year received instruction under the special education program for the orthopedically and mentally handicapped. Ages of pupils range from 6 to 21 years.

This past year, four afternoons a week, five girls have participated in the "Sheltered Workshop" program, meeting for instruction at the old Diablo Post Office building where this workshop, the only one of its kind on the Isthmus, is located. Two of the girls are charter students, members of the first class taught in the "Sheltered Workshop."

Seated at a long table, the girls are each engaged in a separate project. One may be embroidering a dish towel, another doing drawn work on a tablecloth, others working on melted crayon drawings, or with raffia-type materials.

Native materials are used as much as possible. For instance, Panama calabashes, supplied by the father of one of the pupils from a finca in the interior of Panama, are the base of unusual handbags turned out by the class.

The calabash handbag's construction is as unusual as the material used. First, part of the calabash is removed, then holes are drilled and woven hemp attached.

Clay and Panama polished stones are turned into pendants by the girls, and plaster is combined with seashells for favors, paperweights, and candle holders.

The girls used a Thatcher Ferry Bridge motif for some of their block printed materials. Lowly burlap was transformed by drawn-work into an attractive barbecue cloth, and plain dish towels were perked up with colorful embroidery, as fingers were trained to increased skill.

The Sheltered Workshop is self-sustaining through the sale of the workers' products. This year's sale was held at the Fort Clayton Elementary Library Room and was a sell-out, as it has been in past years. Demand for Sheltered Workshop articles has exceeded the supply, right from the start 4 years ago.

Profits from the sales of handicraft items become commissions to the workers, according to points for accomplishment they have earned during the year. Profits also are invested in more materials for projects during the following school year.

Making change, and budgeting money, is a weekly drill period for those attending the Workshop. And the pupils there are learning skills that will help them hold jobs and earn in the future.

CANAL HISTORY

50 Years Ago

MORE THAN 99 percent of the entire quantity of concrete to be placed in the locks had been laid at the close of work on May 10, it was announced, the amount in place being 4,449,373 cubic yards.

At Portobelo on May 14-15, 10.65 inches of rain fell during a 24-hour period. This 24-hour record had been exceeded only once during the period of records. The record rain, also at Portobelo, was 10.86 inches of rain in 24 hours December 28-29, 1909.

The east end of the dike separating the ocean channel from the only section at the Pacific end of the Canal remaining to be dredged was dynamited May 18. The blast, one of the largest ever shot off in connection with Canal work, consisted of 32,750 pounds of 60 percent dynamite, planted in 120 holes, some of them drilled to a depth of 70 feet.

25 Years Ago

TWO SENATORS urged establishment of a U.S. Government radio station to counteract broadcasts of propaganda from Germany and Italy beamed to Latin America.

Site preparation and foundation work was started for the new $34,000 Ancon Sub-Police Station, to be erected at the junction of Ancon Boulevard and Portobelo Street.

The U.S. House of Representatives was reminded by a California legislator that there had been no denial of charges that German and Japanese agents were active in the Canal Zone and Central and South America.

10 Years Ago

THE FIRST town organization to be established for Civil Defense among the civilian communities in the Canal Zone was accomplished at a meeting in the Santa Cruz Clubhouse.

A heavy spilling of water over Madden Dam was continued for 2 days to lower the Lake level about 12 feet to permit some overhaul work on the drum gates at Madden Dam. The amount of water released raised Gatun Lake level more than a foot and brought a rise in the Chagres River of about 10 feet for some distance below Madden Dam.

Wind velocity in gusts up to 35 miles an hour was recorded May 26 when the Pacific side was struck by a damaging storm. Small craft were blown from their moorings or dragging anchor and Thatcher Ferry service was suspended for several hours.

One Year Ago

A NEW REGULATION becoming effective carries a fine of not more than $100 or a sentence of 30 days in jail, or both, for littering any Zone highway or street.

A 70-foot steel beam became the connecting link joining the two sections of Thatcher Ferry Bridge when it was placed in position and bolted into place temporarily May 16 while tugs tooted and Canal and bridge workmen cheered.

The Marine Bureau's two new 53-foot launches, the U.S. *Ray* and U.S. *Sailfish*, arrived in Cristobal after a 1,100-mile voyage across the open Caribbean from Fort Lauderdale, Fla.

ACCIDENTS

FOR THIS MONTH AND THIS YEAR

APRIL

	FIRST AID CASES		QUIET HOSPITAL ZONE CASES		DAYS ABSENT	
	'63	'62	'63	'62	'63	'62
ALL UNITS	225	208	19	6	203	266
YEAR TO DATE	996(36)	917	67(9)	40	1802(998)	6945

( ) Locks Overhaul Injuries Included in total.

RETIREMENTS

EMPLOYEES who retired in April are listed below, with positions, and years of Canal service:

Wallace C. Bain, Supervisory Merchandise Management Officer, Supply Division, Pacific Side; 37 years, 4 months, 2 days.

Fred J. Busch, Conductor Road and Yard, Railroad Division, Atlantic Side; 19 years, 1 day.

Celestino Cales, Roofer, Maintenance Division, Pacific Side; 26 years, 7 months, 29 days.

Mrs. Hamner C. Cook, Assistant Retail Store Manager, Supply Retail Store Branch, Pacific Side; 20 years, 13 days.

Theodore A. Daisley, Warehouseman, Supply Division, Pacific Side; 19 years, 10 months, 25 days.

Faustino de la Lastra, Laborer, Community Service Division, Pacific Side; 15 years, 7 months, 3 days.

Arcadio Escudero, Gardener, Community Services Division, Pacific Side; 22 years, 3 months, 27 days.

Mrs. Leonora W. Fearon, Sales Checker, Supply Division, Atlantic Side; 20 years, 3 months, 24 days.

Edgar H. Freeman, Medical Technician, Gorgas Hospital; 18 years, 2 months, 1 day.

Archie W. French, Lock Operator (Ironworker-Welder), Locks Division, Pacific Side; 36 years, 6 months.

Reed E. Hopkins, Jr., Firefighter, Fire Division; 25 years, 3 months, 24 days.

Blabon D. Humphrey, Fire Sergeant, Fire Division, Atlantic Side; 25 years, 3 months, 29 days.

Rene J. Isidore, Painter, Industrial Division, Atlantic Side; 36 years, 8 months, 18 days.

Ramón G. Madrigal, Hospital Attendant, Gorgas Hospital; 20 years, 4 months, 15 days.

Mrs. Amelia Paddy, Maid, Community Services Division, Atlantic Side; 21 years, 4 months, 2 days.

Wallace W. Priester, Admeasurer, Navigation Division, Pacific Side; 20 years, 4 months, 20 days.

Salvatore Rinaldo, Contraband Control Inspector, Customs Division, Atlantic Side; 26 years, 5 months, 24 days.

Natalio F. Rivas, Laborer (Cleaner), Maintenance Division, Pacific Side; 23 years, 19 days.

Cornelius Samuels, Helper Liquid Fuels Wharfman, Terminals Division, Pacific Side; 23 years, 1 month, 9 days.

Alejandro Santizo, Helper Lock Operator, Locks Division, Pacific Side; 23 years, 10 months, 4 days.

David J. Sewell, Chauffeur, Coco Solo Hospital; 39 years, 5 months, 29 days.

Joseph F. Shea, Engineman (Hoisting and Portable), Maintenance Division, Pacific Side; 30 years, 8 months, 11 days.

Harman Singh, Stevedore, Terminals Division, Atlantic Side; 32 years, 3 months, 7 days.

Jonathan F. Smith, Oiler, Miraflores Locks; 38 years, 6 months, 17 days.

Camilo A. Velez, Helper Electrician, Electrical Division, Pacific Side; 33 years, 11 months, 23 days.

ANNIVERSARIES

(On the basis of total Federal Service)

40

MARINE BUREAU

Frank H. Archibald
Deckhand

George V. Lewis
Launch Dispatcher

Festus Rennie
Deckhand

30

ENGINEERING AND CONSTRUCTION BUREAU

Arthur F. Jones
Mate, Dipper Dredge

Raimundo Rivera
Oiler (Floating Plant)

MARINE BUREAU

William A. Kirton
Maintenanceman

Félix Villarreal
Helper Lock Operator

OFFICE OF THE COMPTROLLER

Howard E. Turner
Digital Computer Systems Analyst

Eleanor A. Connor
Accounting Technician

Clinton E. George
Accounting Clerk

SUPPLY AND COMMUNITY SERVICE BUREAU

Robert H. Adams
Supervisory Storage Officer

20

CIVIL AFFAIRS BUREAU

George W. Coleman
Fire Sergeant

Joe Stabler
Fire Sergeant

Mack B. Hicks
Police Private

Lilybel Kariger
Recreation Specialist (Sports)

ENGINEERING AND CONSTRUCTION BUREAU

Howard E. Munro
Chief, Power Systems Dispatcher, Balboa Substation

Leslie D. Wood
Lead Foreman (Marine Electrical)

Edward O. Pike
Leverman, Pipeline Dredge

Alcides Asprilla
Leader Seaman

Ricardo A. González
Maintenanceman

Agustín Santana
Seaman

HEALTH BUREAU

Alfred R. Graham
Staff Nurse (Medicine and Surgery)

Melinda Brown
Nursing Assistant (Psychiatry)

Phoebe De Costa
Nursing Assistant (Medicine and Surgery)

Toribio Domínguez
Hospital Food Service Worker

Alfredo W. Vilches
File Clerk

Felicia Worrell
Nursing Assistant (Medicine and Surgery)

MARINE BUREAU

Gilbert F. Lee
Towing Locomotive Operator

W. W. Richardson
Leader Lock Operator (Iron-Worker Welder)

Patricio Blackman
Supervisory Clerk

Thomas A. Brathwaite
Helper Lock Operator

Harold S. Gaskin
Helper Lock Operator

Horace L. Morgan
Helper Lock Operator

Eric G. Weekes
Helper Lock Operator

Rupert Wynter
Helper Lock Operator

C. A. Licorish
Seaman

Angel G. Morales
Oiler

Sidney Morris
Launch Dispatcher

Marcos T. Ordóñez
Maintenanceman (Rope and Wire Cable)

Vinson Sharp
Seaman

Reginald N. Small
Launch Operator

Edward W. Smith
Deckhand

Heliodoro M. Tuñón
Launch Seaman

OFFICE OF THE COMPTROLLER

Iris V. Walters
Card Punch Operator

SUPPLY AND COMMUNITY SERVICE BUREAU

Erwin F. Ramsey
Leader Engineman (Hoisting and Portable)

Marcos A. Argüelles
Guard

Beryl Elaine Carson
Stock Control Clerk

Walter A. Clarke
Warehouseman

Charles A. Davidson
Cemetery Worker

John Francis
Laborer Cleaner

José Inez García
Laborer

Doris Goldson
Utility Worker

Florencio Gómez
Laborer

Antonio N. Lewis
Stockman

Feliciano Marín
Utility Worker

Otilia Pérez
Sales Clerk

Angel Manuel Rauda
Grounds Maintenance Equipment Operator

Carmen A. Richards
Sales Clerk

Fitz R. Scantlebury
Lead Foreman (Grounds)

Víctor M. Vega
Utility Worker

Violet Williams
Sales Clerk

Priscilla Yard
Sales Clerk

TRANSPORTATION AND TERMINALS BUREAU

Frederick J. Wainio
Administrative Services Officer

Arthur E. Critchlow
Leader Carpenter

Frank Gittens
Helper Carman (Wood and Steel)

Frederick A. Lawrence
Truck Driver

Leon D. McNally
Helper Liquid Fuels Wharfman

Granville R. Moore
Automotive Mechanic

Juan F. Romero
Linehandler

Ithran T. Stewart
Cargo Checker

Antonio F. Vivies
Stevedore

PROMOTIONS AND TRANSFERS

EMPLOYEES promoted or transferred between April 5 and May 5 (within-grade promotions and job reclassifications are not listed):

PANAMA CANAL INFORMATION OFFICE

Francisco C. Azcárraga, Canal Zone Guide to Canal Zone Guide (Interpreter), Canal Zone Guide Service.

CIVIL AFFAIRS BUREAU

Joseph B. Clemmons, Jr., Administrative Officer (Assistant to Civil Affairs Director) to Administrative Officer, (Assistant Director, Civil Affairs Bureau).

Frances D. Jones, Clerk-Typist to Clerical Assistant (Stenography), Police Division.

Rupert E. Ifill, Guard, Industrial Division, to Distribution Clerk, Substitute, Postal Division.

ENGINEERING AND CONSTRUCTION BUREAU

Amos R. Swalm, Lead Foreman (Public Works Road Construction), Maintenance Division, to Construction Inspector (General), Contract and Inspection Division.

Electrical Division

Henry V. Ross, Inspector (Hospital Medical Equipment), Gorgas Hospital, to Electrician.

Edostido Andrades, Florencio J. Guerrero, Maintenanceman to Leader Maintenanceman.

Doroteo Guerrero, Palancaman to Maintenanceman.

Dagoberto Illueca, Laborer (Heavy) to Helper Electrician.

Dredging Division

James B. Bennett, Electrician to Leader Electrician (Lineman).

Hector Geart, Benjamin Parada, Seaman to Painter.

Ralph Rowland, Laborer (Heavy) to Clerk.

Cirilo J. Alexander, Messenger to Storekeeping Clerk.

Andrew A. Burgess, Laborer (Cleaner), Community Services Division, to Helper Engineman (Hoisting and Portable).

Maintenance Division

Lloyd S. McConnell, Leader Joiner to Lead Foreman Joiner.

Richard E. Parker, Automotive Machinist, Motor Transportation Division, to Engineman (Hoisting and Portable).

Eustorio Morales, Oiler to Boiler Tender.

Gilberto Budil, Helper Roofer to Truck Driver.

Rudolph V. Myrie, Laborer (Heavy to Helper Refrigeration and Air Conditioning Mechanic.

Domingo González, Laborer to Field Tractor Operator.

Stephen C. Pirre, Laborer (Heavy) to Quarryman.

Pablo Lasso, Laborer (Heavy) to Helper Machinist (Maintenance).

HEALTH BUREAU

Division of Preventive Medicine and Quarantine

Elizabeth M. Kosan, Staff Nurse (Medicine and Surgery), Gorgas Hospital, to Public Health Nurse.

Theophilus C. Omeaire, Carpenter, Maintenance Division, to Laborer (Cleaner).

Gorgas Hospital

Jimmy R. Givens, Administrative Services Assistant, Office of the Director, to Accountant.

Sara S. Keegan, Accounts Maintenance Clerk to Voucher Examiner.

Miriam A. Wall, Staff Nurse to Staff Nurse (Pediatrics).

Martha C. Hester, Staff Nurse to Staff Nurse (Medicine and Surgery).

Isaac O. Edwards, Nursing Assistant (Medicine and Surgery) to Nursing Assistant (Operating Room).

Yolanda Díaz, Clerk-Typist, Division of Preventive Medicine and Quarantine, to Clerk.

David L. Matthews, Food Service Worker to Hospital Food Service Worker.

Thomas A. Barrett, Vincent H. King, Clifford Pierre, Gerald N. Mapp, Henry Johnson, Azariah Brown, James S. Yard, Walter Sandiford, Henry G. Weeks, Máximo Acosta, Reuben R. Rhaburn, Chauffeur to Medical Aid (Ambulance).

Coco Solo Hospital

Doris T. Acheson, Staff Nurse (Obstetrics) to Staff Nurse (Operating Room).

Marcia E. Jones, Staff Nurse to Staff Nurse (Medicine and Surgery).

Ila G. Foster, Sales Clerk, Supply Division, to Nursing Assistant (Medicine and Surgery).

Zetta R. Stamp, Seamstress (Production) to Nursing Assistant (Medicine and Surgery).

Alberto J. Howell, Storekeeping Clerk to Medical Aid.

Jose Norville, Pantryman to Pantry Worker (Special Diets).

Atanajildo Henríquez, Lesep L. Barrett, Hubert E. Yard, Hubert M. James, Sydney O. White, Chauffeur to Medical Aid (Ambulance).

MARINE BUREAU

Navigation Division

Keith E. Lippincott, Engineer, Dipper Dredge, Dredging Division, to Chief Engineer, Towboat.

Wallace O. Stendahl, First Assistant Engineer, Pipeline Dredge, Dredging Division, to Chief Engineer, Towboat.

Industrial Division

Rodolfo T. Smith, Apprentice (Shipwright) to Shipwright.

Joseph U. Williams, File Clerk, Dredging Division, to Guard.

Ernest V. Baptiste, Stock Control Clerk to Storekeeping Clerk.

Rudolph E. Huggian, Linehandler to Helper Machinist.

Oliver F. R. Ifil, Carpenter, Maintenance Division, to Helper Shipwright.

Woodrow L. Gordon, Helper Machinist to Toolroom Attendant.

Locks Division

William M. Johnson, Eduardo Muñoz, Nathaniel F. Whitfield, Painter (Maintenance) to Painter.

Alfredo Coco, Lawrence D. Duncan, Helper Lock Operator to Oiler.

Clarence A. Lambert, Linehandler to Timekeeper.

Antonio Burgos, Adolfo Cruz, Linehandler to Helper Lock Operator.

SUPPLY AND COMMUNITY SERVICE BUREAU

Supply Division

Raymond P. Laverty, Jr., Merchandise Management Officer (Housewares) to General Supply Officer.

Cleveland Roberts, Storekeeping Clerk to Restaurant Manager.

Oswald A. Ebanks, Cook to Leader Cook.

Jorge A. Hinds, Sales Checker to Guest House Clerk.

Arthur B. Boyd, Washman to Leader, Extractor and Tumblerman.

Valtosal Hudson, Pantryman to Cook.

Theodore M. Griffiths, Utility Worker to Pantryman.

Gladstone N. Lewis, Leader Presser (Flatwork) to Leader Marker and Sorter.

Clibice Boyce, Josephine L. Orville, Emily M. Thomas, Presser (Garment) to Presser (Shirts).

Arturo Aguirre, Laborer (Cleaner) to Laundry Worker (Heavy).

Community Services Division

Gifford Holmes, Clerk to Accounts Maintenance Clerk.

Eligio Castillo, Laborer to Grounds Maintenance Equipment Operator.

TRANSPORTATION AND TERMINALS BUREAU

Terminals Division

Irvin E. Krapfl, Lead Foreman (Fuel Operations) to General Foreman (Fuel Operations).

Agustín Cedeño, Winchman to Leader Stevedore (Ship).

Bertram O. Bryce, Linehandler to Stevedore.

Jacinto Gómez, Juan Samaniego, Pedro Solís, Daniel Villanueva, Dock Worker to Stevedore.

Edward Stewart, Laborer (Cleaner), Supply Division, to Cargo Marker.

Motor Transportation Division

Eleuterio Gálvez, Truck Driver to Guard.

Clive Ibarra, Service Station Attendant to Truck Driver.

Carl R. Cumberbatch, Laborer, Supply Division, to Truck Driver.

OTHER PROMOTIONS which did not involve changes of title:

Truman H. Hoenke, Supervisory General Engineer (Superintendent, Pacific Branch), Locks Division.

William A. Van Sielen, Jr., Supervisory General Engineer (Superintendent, Atlantic Branch), Locks Division.

Harvey E. Beall, Admeasurer, Navigation Division.

Rex E. Beck, Constable, Magistrate Courts.

Thomas J. Dwyer, Admeasurer, Navigation Division.

Promotions and Transfers

(*Continued from p. 14*)

William S. Hinkle, Geologist (Engineering), Engineering Division.

Rolanda M. Dahlhoff, Clerk-Typist, Accounting Division.

Marta E. Lavergne, Clerk-Stenographer, Office of the Director, Engineering and Construction Bureau.

Silvia Blackwood, Geraldine L. Watson, Antolino De Leon, Geraldine G. Smoll, Samuel Moore, Margarito Wilson, James N. Dawson, Vicencio Quintero, Vincent Gordon, Constantine Braithwaite, Marion D. Stephens, Olivia M. De Hall, Gwendolyn L. Hanley, Doris V. Lyons, Maria T. Louis, Alicia M. Pomare, Felipa De Alemán, Verona A. Clarke, Elfrida Patton, Nursing Assistant (Medicine and Surgery).

Oliver L. Bailey, Joseph B. Gordon, John C. Hoy, Narciso Olayvar, Filer Clerk, Office of General Manager, Supply Division.

Isthmus Industry

(*Continued from p. 7*)

last year is expected to double present production capacity. One of the largest ever installed in Central America and Panama, it is 400 feet long and 11 feet in diameter—large enough to hold more than 200 automobiles.

The new kiln, with the two others previously in operation, can jointly supply all of Panama's cement requirements for the next 20 years, on the basis of projected expansion of demand.

The most recent venture of Cemento Panamá is its Fibrolit plant, which manufactures pressed cement and wood fiber planks and blocks for use in interior and exterior walls. It also can be used as acoustic material and for roof sheathing. Known in the international market as fiberdyne, it costs less than cement blocks, lumber, and other types of construction materials.

For the first time in Panama, Cemento Panamá will distribute 10 percent of its profits among all its workers. This gives every worker a direct stake in the company's successful operation. Employment now averages 274 versus only 100 in 1950. And the employees have nearly 1,600 dependents.

At Christmas, the firm has an annual Christmas party for all employees and their families. More than 1,500 workers and their families, including company executives and technicians, attended the last one. Presents such as television sets, stoves, bicycles, sewing machines, and other gifts were distributed.

Cemento Panamá also provides schools, churches, playing fields, and similar community benefits for its employees, and offers annual scholarships to outstanding students.

Pure Water

(*Continued from p. 10*)

cation, storage, and delivery. The rate is calculated to cover these costs and is below that charged United States agencies on the Canal Zone and well below rates charged for similar services in the States.

When the United States turned the water and sewer facilities it had constructed in Colon and Panama City over to the Panamanian Government in 1946, the transfer agreement governed the fixing of rates until 1954. Under the 1954 agreement, it was agreed that the Panama Canal would charge Panama only 8.7 cents for each 100 cubic feet of purified water delivered to Panama City and only 8.3 cents for that delivered to Colon, regardless of the price charged ultimate consumers by Panama. A hundred cubic feet is 750 gallons.

In 1956, to cover the increased cost for water delivered to Panama City's expanding suburbs, the charge was increased 2 mills to 8.9 cents per 100 cubic feet for the suburbs only.

Under a directive of President Eisenhower in 1960, a new rate structure resulted in a flat 7.5 cents per 100 cubic feet for the first 100,000 units of 100 cubic feet and 7 cents per unit of 100 cubic feet for all water furnished over 100,000 units each month. This rate applies to Colon, Panama City, and suburbs. It was accepted by the Panamanian Government in an exchange of notes for period starting July 1, 1960.

Panama in turn, through IDAAN (National Water and Sewage Administration), sells the water to consumers at a rate fixed by IDAAN. (The Panama Canal charge to IDAAN of 7.5 cents per 100 cubic feet equals 10 cents per 1,000 gallons; 7 cents per 100 cubic feet equals 9.3 cents per 1,000 gallons.)

The pure water from the Canal Zone treatment plants also is very soft, having a hardness index only about half that of the softened water in many cities in the States which have municipal softening plants.

Consequently, consumers here benefit from major savings in soap, don't have the expense of home softening equipment, or problems of deposits on the insides of pipes and boilers. There's also less abrasive action on clothes, since fibers are freer of insoluble and gummy compounds such as are left by washing with hard water, and the fibers stay clean longer.

Another quality of the water can't be measured in any way except the "homing" instincts of thousands who have tasted the water of the Chagres:

"He who drinks it always returns."

Edwin M. Martin

New Director

NEWLY-APPOINTED to the Board of Directors of the Panama Canal, Edwin M. Martin, Assistant Secretary of State for Inter-American Affairs, will attend his first meeting as a member of the board in July.

With the State Department since 1945, Mr. Martin was a representative to the August 1961 meeting of the Inter-American Economic and Social Council at Punta del Este, Uruguay, and with the U.S. delegation to the Inter-American Bank meeting in Brazil, serving as Assistant Secretary of State for Economic Affairs during this time.

Mr. Martin entered Government service in 1935, first with the Central Statistical Board, later with the Bureau of Labor Statistics, War Production Board, and Office of Strategic Services.

With the Department of State, he was Chief of the Division of Japanese and Korean Economic Affairs and then had economic, trade policy and mutual security post assignments, followed by work with the North Atlantic Treaty Organization and European Regional Organizations as deputy chief of the U.S. Mission.

He was the Secretary of State's principal adviser and coordinator for the U.S. delegation at the meeting of the joint United States-Japan Committee on Trade and Economic Affairs at Hakone, Japan, late in 1961.

A native of Dayton, Ohio, Mr. Martin received his bachelor of arts degree from Northwestern University and did graduate work there in political science. His legal residence is Piqua, Ohio. His wife is the former Margaret Milburn of Baltimore. They have a daughter, Mrs. Pedro A. Sanjuan, and a son, Edwin M., Jr.

SHIPPING

New Name, Same Game

AN OLD Panama Canal customer is running through the Panama Canal these days in disguise. She is the bulk rice carrier SS *Sello Rojo*, which started service between the U.S. west coast and Puerto Rico a few years ago as the *Marine Rice Queen*. The 10,500 deadweight ton liberty ship was sold recently by the Marine Transport Lines to the Bulk Food Carriers, Inc., of Delaware and renamed.

The ship is continuing to carry bulk rice for the California Rice Growers Association with Wilford McKay as agents at the Canal. The sale price is reported at $1 million. The ship is capable of unloading 650 tons of bulk rice an hour and of making a turnaround voyage between Stockton and Puerto Rico every 40 days.

Two Launches Built

THE *MANTA* and the *Mola* (below) are two 50-foot passenger launches of wooden construction which were built entirely at the Gamboa Launch Repair Facility Shed by Industrial Division forces. Work on them began from scratch last March and the final trials after the engines were installed were held early in May.

The formal transfer and acceptance by the Navigation Division took place in Gamboa in the presence of Marine Division officials with Capt. Eli D. Ring taking acceptance of the *Manta* for Balboa and Capt. Ernest B. Rainier taking the *Mola* for Cristobal.

Before the two launches left for their respective home ports, the men who built them were given a complimentary cruise on Gatun Lake. For most of them, it was the first time that they had ridden aboard the sleek new craft since they had been put into actual operation.

TRANSITS BY OCEAN-GOING VESSELS IN APRIL

	1963	*1962*
Commercial	919	942
U.S. Government	22	19
Free	7	9
Total	948	970
TOLLS *		
Commercial	$4,762,315	$4,963,535
U.S. Government	99,315	102,910
Total	$4,861,630	$5,066,445
CARGO**		
Commercial	5,379,025	6,103,611
U.S. Government	78,541	118,783
Free	23,562	46,099
Total	5,481,128	6,268,493

*Includes tolls on all vessels, ocean-going and small.
**Cargo figures are in long tons.

Italian Line's New Ships

BEGINNING this month, the Italian Line is replacing the 10,000-ton Italy to South America passenger vessels *Marco Polo, Amerigo Vespucci,* and *Antoniotto Usodimare* with the 13,000-ton sisterships *Donizetti, Verdi,* and *Rossini*. The *Donizetti* will open the new service when she sails from Genoa June 10. She will arrive in Cristobal June 26 after making calls at Naples, Cannes, Barcelona, Teneriffe, La Guaira, Curacao, and Cartagena.

Following her transit through the Canal, the ship will go to Buenaventura, Guayaquil, Callao, Arica, Antofagasta, and Valparaiso. Following the *Donizetti* in this service will be the *Verdi* in July and the *Rossini* in December.

The three ships, formerly on the Italy to Australia route for Lloyd Triestino, have been refitted to offer more comfortable staterooms and public rooms and are completely air conditioned. They have accommodations for 168 passengers in first class and 446 in tourist class.

Final trips through the Canal were made in May by the *Antoniotto Usodimare* and early in June by the *Marco Polo*. The *Amerigo Vespucci* will continue in the service until November.

New Japanese Liner

ONE OF THE largest Japanese passenger liners built in Japan since the war will arrive back at the Canal June 10 on the second leg of her maiden voyage between Japan and the east coast of South America. The ship is the MS *Sakura Maru*, the Osaka Shosen Kaisha Line's newest and largest passenger ship, which was designed to display trade exhibits and is easily converted into a spacious passenger liner.

On her maiden voyage which took her through the Canal for the first time on April 26, the ship was in the role of a passenger ship, with accommodations for 152 in cabin class and 800 in third class economy accommodations. The modern 12,000-ton ship is completely air conditioned and her engines are located aft.

On her run from the Far East, the *Sakura Maru* calls at Kobe, Honolulu, San Francisco, and Los Angeles. After leaving the Canal, she goes to Curacao, La Guaira, Rio de Janeiro, Santos, and Buenos Aires. Boyd Brothers, agents for the ship here, said that she would dock at Cristobal on her return trip to Japan. Four other O.S.K. passenger-cargo ships also are in service over this route.

Date Due

Due	Returned	Due	Returned
AUG 03 19	AUG 0 - 1992		

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LATIN AMERICA

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